# Snatched From Ocean Grave, Survivors Tell Harrowing Experiences

# DEATH LIST NOW

grand B. Curtis, United States Army dled on the steamer Nantucket after their rescue. Lleutenant Curtis was taken from the water unconscious and badly injured, the only mark of identification found on the body being the name "Curtis" upon a handkerchief taken by the coroner from the pocket of the army officer's pajamas.
Revives to Find Wife Dead.

Harrington had been rescued by her heroic husband, who was swim-ming with his wife's hair in his teeth picked up by a boat from the Nantucket. Harrington himself over-come when lifted aboard of the Nantucket, revived to find his wife dead. With a blanket about him he remained by her body until it was, in his presence, borne from the Nantucket. Mr. Harrington to-morrow will accompany his wife's body to the home of her parents, Mr. and Mrs. J. Kelly, 55 Stevens Street, Norwalk, Conn.

Monroe in the great excitement follow-ing the collision. E. P. Lyons, the former Richmond

"The Monroe's crew behaved spiendidly. There were not very many women on the ship, but they were allowed to get into the boats first. There was no effort on the part of the men to crowd. While we were in the lifeboat, we picked up a man and a woman. He was holding her by the hair in his teeth, and was almost exhausted when we pulled him in.

"There were many people who must

their arms."

Wife Rescued, Husband Dies.

Company, to-night gave the Associated Company, to-night gave the Associated Press the following statement:

"The Monroe left Norfolk at 7:40

husband, whose death occurred there almost simultanecusly with the sinking of the Monroe this morning. Mrs. Woods, with a wounded head, was borne from the steamer Nantucket today, ignorant of her husband's death. She was almost overcome from exhaustion. Mrs. Woods, in being rescued, was pulled by a rope through oue of the Nantucket's port holes.

W. Albert Snyder, of East Orange, N. J., in business at 130 Front Street, New York, was among those of the rescued who had to be sent to the hospital. Snyder, who was long in the

Snyder, who was long in the came. water, is suffering from exhaustion.
W. C. Clausen, of 549 Sixty-fourth
Avenue, Milwaukee, came from the
Nantucket as did many others with his

"The Nantucket was not visible except immediately before the collision, the fog being heavy near the water, but light above.

Its Sinking Inevitable.

Ralph Flannagan, \$2 Hull Street, of the Monroe inevitable

she told to-night of her rescue. She awash, and the port side was high in

SCENE OF OCEAN DISASTER



E. P. Lyons, the former Richmond arrival at Norfolk this afternoon, near-theatrical manager, said:

"The Monroe's crew behaved splen-Nantucket's decks were crowded with

"There were many people who must have been caught in their staterooms. The collision occurred so suddenly The local United States steamboat in-The collision occurred so suddenly and the boat sank so quickly, it's a spectors will proceed with an early inquiry as to the disaster generally. The date for this more important inquiry has not yet been fixed, and may not be determined upon until United States that added to the difficulty in saving that added to the difficulty in saving the collision occurred so suddenly and the local United States steamboat inspectors will proceed with an early inquiry as to the disaster generally. The date for this more important inquiry has not yet been fixed, and may not be determined upon until United States steamboat inspectors. lives.
"The Nantucket stood by us, and those of us who could, climbed the rope ladder to get on board. Those who were not able to follow us were lifted aboard the Nantucket by the aid of rows which were placed under

Mrs. T. V. Woods, of Norfolk, was and ran into a light fog when outside burrying to New York to be with her bushand, whose death occurred there thousand, whose death occurred there

"The Nantucket was not visible ex-

Nantucket as did many others with his pajamas and a blanket as his only garments. He had a cut foot, but is getting along nicely. Clausen was among those first reported lost. He was anxious that it be made known he still is alive.

Its Sinking Inevitable.

"The Monroe was struck on the star-board side, about one-third the distance from her bow, the Nantucket penetrating the Monroe something like one-third of her width, making the sinking of the Monroe inevitable.

"Captain Johnson, who had been in Brooklyn, went to the hospital tem-porarily; he is not hurt.

Captain Johnson, who had been in the pilot house for several hours, im of the most thrilling stories told to awaken all the passengers, though One of the most thrilling stories told by survivors was that by Miss Sally McCombs, whom a crazed negro caught by the hair in a lifeboat. She was of the nine members of the Macaria Theatrical Company who survive. Miss McCombs owes her life to the bravery of Charlie Sutton, a native of Hertford, N. C., and a member of the Monroe's crew, who leaped overboard from the foundering ship and kept her affoat in the ley waters until they reached one of the Nantucket's lifeboats. Miss McCombs, lying on her bed at a hotel, filled with emotion as she told to-night of her rescue. She

> Use Vitaqua (Ve-taw-qua) Sparkling Water in high-balls. A combination of wonderfully pure Broad Rock water and carbonic acid gas, and NOTHING ELSE. No foreign adulterants to affect the flavor of your "mixings."

passengers in the adjustment of the lifepreservers. There are many takes of heoism. Wireless Operator Kunen, after obeying the instructions of Captain Johnson in
sending the S. O. S. signal, tobk off his lifepreserver and handed it to one of the women on board, and was himself lost: T. R.
Harrington, of Bridgeport, Conn. Jumped
overboard with his wife. They were pleked
up by Captain Johnson's boat, but Mrs.
Harrington succumbed to the excitement
and exposure, and disd when she reached
the Nantucket, Captain Johnson, as soon
as he was able to put the occupants of boat
No. 5 on board the Nantucket, returned to
the place where the Monroe had sunk, and
with the aid of the searchight of the Nantucket and the lights burning on the lifeboat, searched a long time for any possible
survivors."

Charles W. Poole, whose wife and child were swept away from him on the Old Dominion steamer Monroe, resides in Gray, Suszex County. Mr. Poole, who is twenty-eight years old, was married several years ago to Miss Cora English, of Roanoke. They were en route to Canada.

(Continued From First Page.) could to the passengers to come get

how is the home of her perents, Mr. Make Lesp for Boat.

There were notable deeds of heroism by Assistant Engineer Goar Perkins of sater pout out the main deviation and of sater pout of the main deviation and the same of the companions but was assured by the same of the received. It is also anough the received in the same of the received in the sate of the sate

to defer any statement that he may server up to a woman, who had none, and after being washed into the water saved himself by grabbing a floating ladder.

Miss Saily McCombs, a member of the Might, "said Captain Johnson," and you can well understand how I hardly feel book his him west grabben and the server of the woman.

Cuts Threat, Falls into Sea.

C. H. Davids told how a frenzied negret seed another negro for a pocket shife, with which he proceeded to cut his own throat from ear to ear, and then feel into the proceeded to cut his own throat from ear to ear, and then feel into the proceeded to the port side on account of its being title high slife.

The Merchants' and Miners' steamer, Nantucket, after remaining some time out he work was one of the accident, was joined safed another negro for a pocket with which he proceeded to cut his own throat from ear to ear, and then feel lint other sheeps to state the first Officer Heads, in the end there has been hotable commendation of their conduct generally, and there are none who has anything but praise for the general demand of the providence of the providence of the providence of the negroes aboard the province of the providence of t

NOTABLE DISASTERS OF THE SEA.

St. George, Defense and Hero.....December 21, 1811......Near Jutland, stranded............2,000

 Phoenix
 November 21, 1847
 Lake Michigan, burned
 240

 Royal Adelaide
 March 30, 1850
 Near Margate, stranded
 400

 Arctic
 September, 1854
 Midocean, collision
 322

 Central America
 September 12, 1857
 Near Havana, sunk
 400

 Austria
 September 12, 1857
 Near Havana, sunk
 400

 Austria
 September
 12, 1857
 Near Havana, Sunk
 470

 London
 January
 11, 1866
 Bay of Biscay, foundered
 220

 Evening
 Star
 October
 3, 1866
 Midocean, foundered
 250

 Rhone,
 Wye
 and others
 October
 29, 1867
 St. Thomas, hurricane
 1,000

 City
 of
 Roston
 1,000
 1,000
 1,000

Frenton, Vandalia, Nipsic, Adler, EberMarch 16, 1889......Off Samoa, wrecked in storm...... 147

March 17, 1891.....

October 28, 1892.....

March 11, 1895.....

September 12, 1905....

January 22, 1906.....

June 7, 1903.

July 3, 1904.

October 21, 1906.

 Koombuna
 April 3, 1911
 Sunk
 150

 Liberte
 September 5, 1911
 Toulon Harbor, explosion
 233

Westfield (Staten Island Ferry) July 30, 1871 New York harbor, explosion ...

North Fleet January 22, 1873 Off Dungeness, collision ...

Atlantic Off Nova Scotia, stranded ...

Atlantic . . . . . . . . . . . . November 23, 1873 . . . . . .

Byzantin ..... December 18, 1878......

Bomsia . . . . . . . . . December 2, 1879 . . . . .

Namehow ...... January 13, 1892

Victoria . . . . . . . . . . . . June 22, 1893 . . . . .

Trinacria . . . . . . . . . . . . . . . . . . February 8, 1893 .

Maine ..... February 15, 1898.

Aslan April 1, 1901
Primus July 21, 1902

General Slocum..... June 15, 1904.....

Mikasa September 12, 1905 ...
Aquidaban January 21, 1906 ...
Aquidaban January 29, 1996

General Chanzy...... February 9, 1910.....

Portland ... November 27, 1898 ... Off Co Mohegan ... October, 1899 ... Sank

Romania .....

Primus ......

Norge ......

Valencia .....

Following is a list of the most notable marine disasters the last 100 years and the loss of life in each:

PLACE.

Actresses Aboard Monroe Rescued





Members of Macaria Theatrical Company which recently played in

with grief, and he lost control of his feelings when advised that he was safe. During the afternoon he received the following telegram:
"Am safe and reasonably happy."

Off Dungeness, collision...... 300

Off Cape Flattery, collision....... 236
Off North Carolina, stranded....... 110

Off North Carolina, stranded . . . . . . 104

Off Isle of Wight, foundered . . . . . . 300

Dardanelles, collision..... 210

Off Nova Scotia, stranded..... Midocean, collision.....

Off Spain, sunk.....

In Clyde, turned turtle.....

North Sea, collision...... Off Gay Head Light, stranded.....

Off Finisterre, collision.....

Near Canary Islands, collision . . . . .

. Off Corsica, stranded.....

Off Brazil, collision..... 300 Near Hongkong, fire..... 400

 Off Caroline Islands, stranded
 #6

 China Sea, sunk
 414

 Off Portugal, stranded
 113

 Off Spain, stranded
 145

 Off Tripoli, collision
 360

 Rockall Reef, stranded
 600

 Off New Zealand, stranded
 134

 2875
 2875

Cromartyshire, collision..... 571

 Sunk
 271

 Red Sea, sunk
 180

 In Elbe River, collision
 112

 150
 150

Near Vladivostok, explosion . . . . . . 140

. )ff Minorca, sunk . . . . . . . . . . . . . 200

Toulon Harbor, explosion . . . . . . . 233

Off Marseilles, collision.....

...... Havana harbor, explosion.......

Leona Soule, of Macaria Theatrical Company, Says She Was

[Special to The Times-Dispatch.]

Norfolk, Va., January 30.—Leona Soule, of the Macaria Theatrical Company, which iost two of its members, Charles Jeleft, of Baltimore, and George Lewis, the stage manager, of New York City, lay in a bed at the Monitcello Hotel toinight and recited the story of her narrow escape from death, a trick of fate that might be woven into a more repulsive narration of one man's disregard for the unwritten law of the sea—women first. Hers was the single reference to the shortcoming of manhood that has been brought to notice in connection with the appailing disaster.

In all the stories that have been told, none except hers brought to light any instance in which cowardice was displayed. But Miss Soule calmly and with emphasis told of how one man in a lifeboat, while she was struggling in the water in an effort to reach the side of the boat to cling for her life. "reached gently down," as she put it, and pushed her pleading hands away from the boat. Then another, she said, rose to the occasion and halted this effort to keep her in the water.

"Women must be saved," her rescurer shouled, "even if we all go down in the attempt. We will all die together if necessary."

stry."

She was then taken into the boat.

Miss Hilda Haviland, leading woman of the Macarla Theatrical Company; F. C. Davis, of Brooklyn, and George Williamson, of New York, who had all been reported as among the missing, are among the saved. All are now here. Miss Haviland has been removed to a hospital. She continues to speak of "The water!" The water!"

WANT PREFERENCE INDICATED.

Applicants for Membership May Decide Location of Reserve Banks.

[Special to The Times-Dispatch.]

Washington, January 39.—That the organization committee of the new currency system may consider from all practical angles the location of Federal reserve banks and districts, the Treasury Department today sent circulars to all national and State banks and trust companies, which have applied for membership in the system, asking them to indicate their preferences. Under the law not less than eight nor more than twelve cities may be selected as Federal reserve centres.

Second Mate Gately, who was floating on a ladder.

"Two boats from the Nantucket placed up fourteen of our people. I launched lifeboat No. 7 myself, taking with me the last eight on board, and picking up twenty-seven persons who floating the passengers were taken away in their night cloths suffering from the exposure. Some were battered and tossed about in the water, and others were struck by floating the passengers were struck by floating the passengers were taken away in the passengers were battered and tossed about in the water, and others

U. S. MARINES LANDED. Will Reinforce Blue jackets at Port Au

Washington, January 39.—All the marines rom the United States battleship South 'arolina to-day were landed at Port Au 'rince to reinforce the bluejackets from the Carolina to-day were made to reinforce the bluejackets from the crulser Montana, guarding foreign interests there. Captain Russell's dispatch to the Navy Department said several candidates for the Haitlan presidency were preparing to march on Port Au Prince to-morrow.

## Thin? Pale?

And do not know what to take? Then go to your doctor. Ask his opinion of Ayer's Sarsaparilla. No alcohol, no stimulation. A blood purifier, a nerve tonic, a strong alterative, an aid to digestion. Let your doctor decide. J. O. Ayer Co., Lowell, Mass.

### A Big Bank--**But Not too Big**

There are many reasons why

an account with \$1 or more, and deposit each pay day. We show you that helpful interest which makes you feel that your account is appreciated.

3 per cent interest allowed, compounded semiannually.

#### **Planters National** Bank

Capital and Surplus, \$1,800,000.00

## THRILLING STORY OF CAPT. JOHNSON

Commander of Monroe Tells How His Vessel Went Down.

GREAT HEROISM DISPLAYED

Many Passengers Refuse to Take to Lifeboats-Brave Death of Operator.

[Special to The Times-Dispatch.] Washington, January 30 .- One of the most thrilling stories ever related over the long distance telephone was heard to-day by President Walker, of the Old Dominion Steamship Company, who sat in the Raleigh Hotel here, and listened to Captain Johnson, of the illfated ship Monroe, tell of the terrible disaster in Chesapeake Bay.

Captain Johnson talked from his room in a Norfolk hotel, where he sought seclusion after his experience. The story told by Captain Johnson to his chief official was the first realistic description of the catastrophe obtained. President Walker repeated the story, substantially, as follows:

"It was a disagreeable, foggy night when we left Norfolk. Thimble Shoal light, in Hampton Roads, could not be seen thirty yards away. Six hours were consumed in the passage from Old Point wharf to where we were wrecked, a little less than forty miles. The Monroe went down eighteen miles north of Cape Charles.

north of Cape Charles.

Nearly All on Board Asleep.

The siren was kept continuously in action. At the time the Nantucket struck, we were lying to. The Nantucket was moving at a slow rate. All at once there was a terrible crash. We were struck amidships, the bow of the Nantucket rending a fearful hole in the side of the Monroe. I was on the bridge at the time. The first mate was dispatched below, and other officers were sent to care for the passengers. Practically all on board were asleep, except those on duty. We had been struck on the starboard side, and the heavy lurch threw most of the the heavy lurch threw most of the sleepers out of their berths.

"Immediately there was a rush for the promenade deck, although there

the promenade deck, although there was little confusion. We tried our best to get the passengers up on the boat deck and into the lifeboats, but many refused to go. The boats on the low side were easily launched.

"Quickly as possible we got the passengers into the lifeboats, providing each with life-preservers.

"There was a choppy sea, and the air was chilly. Lifeboat No. 3, the first boat launched, swamped as soon as she struck the water. Boat No. 1 had been crumpled by the collision, and could not be used.

"First Officer Horsley launched life-

could not be used.

"First Officer Horsley launched lifeboat No. 5, taking with him ten passengers. He picked twenty-four out of the water. Lifeboat No. 2 was launched off the forward deck, carrying ten passengers, and when safely away from the sinking vessel, picked up Second Mate Gately, who was floating on a ladder.

the passengers were taken away in their night cloths suffering from the exposure. Some were battered and tossed about in the water, and others were struck by floating timbers. Twelve of these are in St. Vincent's Hospital in Norfolk. Hospital, in Norfolk.

Leaves for Scene of Disaster.

President Walker left to-night on the Norfolk boat, bound for the scene of the disaster, and said he had wired instructions to the officials of the company there to look after the shipwrecked passengers.

"We will do all in our power to take care of them," he said. "Some will have to be provided with clothes, and may want to be sent immediately to their homes. Their comfort will be our first consideration."

President Walker, before leaving for the scene of the disaster to-night, The Monroe was one of the finest

ships of our line. She was modern in every detail, equipped with all the latest life saving appurtenances and safeguarded by water-tight compartments. Nine lifeboats and two rafts were "It is beyond me why such a ship as

the Monroe should have sunk so sud-denly, but I attribute it to the fearful blow she received amidships, before any one had time to realize the damage "Within the last thirty days, the Monroe had passed the annual inspection and was pronounced absolutely safe. I believe there was not a strong-

er built ship plying the Atlantic Coast than the Monroe."
President Walker said the Monroe

was built in 1903 by herself, there being no sister ship, as is usual. She was a singlecrew vessel, measuring 359 feet overall. She was forty-six feet wide, and the depth of her hold was twenty-eight feet six inches. Her weight was 4,700 tons. To show that the loss of life could

There are many reasons why you should choose this big national bank for your savings account.

You can start small—open

To show that the loss of life could in no way be attributed to improper precaution. President Walker said there were nine lifeboats in readiness, each capable of holding thirty persons. The full capacity of the boat provides for 234 passengers, and at the lims of the couldn't have a superior to the lims of the couldn't have a superior to the lims of the couldn't have a superior to the lims of the couldn't have a superior to the lims of the couldn't have a superior to the lims of the couldn't have a superior to the lims of the couldn't have a superior to the lims of the loss of life could in no way be attributed to improper precaution. President walker said there were nine life boats in readiness, each capable of holding thirty persons. the time of the accident there was only

133 aboard. His Death Heroic. His Death Heroic.

The heroism and death of Chief Wireless Operator Kuchn, was described to President Walker by Captain Johnson, of the Monroe, as fol-

"Kuehn was standing by lifeboat No. 3, and was about to leave the sink. No. 3, and was about to leave the sink-ing ship. He had a life-preserver on, I saw him unfasten the preserver, place it about the waist of a woman, and after seeing her safely away, missed his footing and fell overboard. He swam for a while in the cold, troubled waters, but before we could reach him, he sank, and was gone. He had stuck to the last."

Harrington an Athlete.

Bridgeport, Conn., January 39.—Thomas R.,
Harrington, whose herole, but vain attempt
to save his wife was an incident of the
wreck of the Monroe, is one of the best
known young men of Bridgeport, He is
an anneur athlete, who has won many
medals, especially in swimming. His young
wife was an accomplished musician and
singer, greatly in demand at social affairs.